

CLASSIFIED MESSAGE

~~SECRET~~

DATE 0128Z 29 DEC 62

ROUTING

1	4
2	5
3	6

TO DIRECTOR

EO 12958 3.3(b) (1) >25 yrs

FROM [redacted]

ACTIONS OSA (1-2-3-4-5-6-7-8-9-10)

INFO S/C (11)

TOR: 0204Z 29 DEC 62

PRIORITY

APPROVED FOR RELEASE
DATE: AUG 2007

IN 60681

CD

TO PRITY [redacted]

INFO

CITE [redacted]

7451

OXCART [redacted]

NO NIGHT ACTION

1. AIRCRAFT 123 MADE FLIGHT 25, 28 DEC 62, AT 1010 HOURS

[redacted] DURATION TWO HOURS AND TWENTY-THREE MINUTES.

PILOT JIM EASTHAM. PURPOSE OF FLIGHT, INS TESTS. TAKEOFF GROSS WEIGHT 90,000 POUNDS, CG 20 PERCENT. MAX ALTITUDE 40,000 FEET, MAX SPEED 1.2 M. F-101 CHASE.

2. THE SWITCHOVER FROM GROUND POWER TO AIRCRAFT POWER WAS MADE OK. TAKEOFF WAS FOLLOWED BY CLIMB OUT ON COURSE AT 300 KEAS TO 31,000 FEET AND M. 82. AUTO-NAVIGATION WAS USED TO FIRST CHECK POINT AND ALL LOOKED OK. HEADING WAS THEN CHANGED TO SECOND CHECK POINT AND WHEN REACHED POSITION WAS STORED AND HEADING CHANGED TO THIRD CHECK POINT. SYSTEM STILL PERFORMING OK. HOWEVER, DIRECTLY THEREAFTER WHILE HEADING SOUTH, NEEDLE DRIFTED TO THE RIGHT WELL OFF COURSE. THIS WAS FOLLOWED BY A 360 DEGREE TURN TO AVOID A BOGEY. THE REMAINDER OF THE FLIGHT WAS MADE WITH INS OPERATING AND ALL CHECK POINTS STORED BUT SYSTEM WAS OBVIOUSLY WAY OFF AS MUCH AS 90 DEGREES TO [redacted]

~~SECRET~~

GROUP 1
Excluded from automatic
downgrading and
declassification

~~SECRET~~

[REDACTED] 7451 (IN 60681)

PAGE TWO

180 DEGREES OFF IN AZIMUTH. FLIGHT WAS COMPLETED BY DEAD RECKONING.

3. FOUR SPEED POWER POINTS WERE CHECKED AND TEMPERATURE READINGS TAKEN IN THE INS AT 3 POINTS.

END OF MESSAGE

~~SECRET~~